

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	06
	SPS WIM ID:	060200
	DATE (mm/dd/yyyy)	2/17/2015

**SITE CALIBRATION INFORMATION**

1. DATE OF CALIBRATION {mm/dd/yy} 2/17/15
2. TYPE OF EQUIPMENT CALIBRATED: Both
3. REASON FOR CALIBRATION: LTPP Validation
4. SENSORS INSTALLED IN LTPP LANE AT THIS SITE (Select all that apply):
- a. Inductance Loops c.
- b. Bending Plates d.
5. EQUIPMENT MANUFACTURER: IRD iSINC

**WIM SYSTEM CALIBRATION SPECIFICS**

6. CALIBRATION TECHNIQUE USED: Test Trucks
- Number of Trucks Compared:
- Number of Test Trucks Used: 2
- Passes Per Truck: 22
- | Type              | Drive Suspension | Trailer Suspension |
|-------------------|------------------|--------------------|
| Truck 1: <u>9</u> | <u>air</u>       | <u>air</u>         |
| Truck 2: <u>9</u> | <u>air</u>       | <u>air</u>         |
| Truck 3: <u></u>  | <u></u>          | <u></u>            |

**7. SUMMARY CALIBRATION RESULTS (expressed as a %):**

Mean Difference Between -

Dynamic and Static GVW:	<u>-1.4%</u>	Standard Deviation:	<u>1.1%</u>
Dynamic and Static Single Axle:	<u>-0.7%</u>	Standard Deviation:	<u>1.9%</u>
Dynamic and Static Double Axles:	<u>-1.5%</u>	Standard Deviation:	<u>1.7%</u>

**8. NUMBER OF SPEEDS AT WHICH CALIBRATION WAS PERFORMED:** 3**9. DEFINE SPEED RANGES IN MPH:**

	Low		High	Runs
a. <u>Low</u>	-	<u></u>	to	<u>11</u>
b. <u>Medium</u>	-	<u></u>	to	<u>15</u>
c. <u>High</u>	-	<u></u>	to	<u>18</u>
d. <u></u>	-	<u></u>	to	<u></u>
e. <u></u>	-	<u></u>	to	<u></u>

**ENTERED**

<b>Traffic Sheet 16</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE CALIBRATION SUMMARY</b>	STATE CODE:	06
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10. CALIBRATION FACTOR (AT EXPECTED FREE FLOW SPEED)

3171	3171
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11. IS AUTO- CALIBRATION USED AT THIS SITE?

No
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If yes , define auto-calibration value(s):

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CLASSIFIER TEST SPECIFICS

12. METHOD FOR COLLECTING INDEPENDENT VOLUME MEASUREMENT BY VEHICLE CLASS:

Manual
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13. METHOD TO DETERMINE LENGTH OF COUNT:

Time
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14. MEAN DIFFERENCE IN VOLUMES BY VEHICLES CLASSIFICATION:

FHWA Class 9:	<u>0.0</u>	FHWA Class	<u>5</u>	-	<u>0.0</u>
FHWA Class 8:	<u>0.0</u>	FHWA Class	<u>        </u>	-	<u>        </u>
		FHWA Class	<u>        </u>	-	<u>        </u>
		FHWA Class	<u>        </u>	-	<u>        </u>

Percent of "Unclassified" Vehicles: 0.0%Validation Test Truck Run Set - Pre

Person Leading Calibration Effort:

Dean J. Wolf

Contact Information:

Phone: 717-975-3550E-mail: dwolf@ara.comENTERED



<b>Traffic Sheet 17</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE INVENTORY</b>	STATE CODE:	06
	SPS WIM ID:	060200
	DATE (mm/dd/yyyy)	2/17/2015

# 10. CABINET LOCATION

Same side of road as LTPP lane: Y  
Distance from edge of traveled lane: 30 ft  
distance from system: 36 ft  
type: M

Cabinet access controlled by: Agency and LTPP  
Contact name: Alfredo Rodriguez Phone # 916-324-2244  
Alternate name: Roy Czinku Phone # 306-653-6627

# 11. POWER

Distance to cabinet from drop: 10 ft  
Type: Solar  
AC in cabinet? N  
Service provider: \_\_\_\_\_ Phone # \_\_\_\_\_

# 12. TELEPHONE

Distance to cabinet from drop: 0 ft  
Type: cellular  
Service provider: \_\_\_\_\_ Phone # \_\_\_\_\_

# 13. SYSTEM

Software and version no. N/A  
Computer connection: Ethernet

# 14. TEST TRUCK TURNAROUND TIME

Duration: 11 minutes Distance: 6.6 miles

# 15. PHOTOS

	Filename
Power source:	<u>060200_solar_panel_2_17_15.jpg</u>
Phone source:	<u>060200_cellular_modem_2_17_15.jpg</u>
Cabinet exterior:	<u>060200_cabinet_exterior_2_17_15.jpg</u>
Cabinet interior:	<u>060200_cabinet_interior_front_2_17_15.jpg</u>
Weight sensors:	<u>060200_leading_WIM_sensor_2_17_15.jpg</u>
	<u>060200_trailing_WIM_sensor_2_17_15.jpg</u>
Other sensors:	<u>060200_leading_loop_2_17_15.jpg</u>
	<u>060200_trailing_loop_2_17_15.jpg</u>
Downstream from sensors on LTPP lane:	<u>060200_downstream_2_17_15.jpg</u>
Upstream from sensors on LTPP lane:	<u>060200_upstream_2_17_15.jpg</u>

<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 2/17/2015
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### 1. DATA PROCESSING

- a. Download: LTPP download
- b. Data review: LTPP  
If state, how often? \_\_\_\_\_
- c. Data submission LTPP  
If state how often? \_\_\_\_\_

### 2. EQUIPMENT

- a. Purchase LTPP
- b. Installation LTPP contract
- c. Maintenance Separate contract LTPP  
Expiration Date \_\_\_\_\_
- d. Calibration LTPP
- e. Manuals and software control: LTPP
- f. Power  
i. Type Solar ii. Payment N/A
- g. Communication  
i. Type Cellular ii. Payment State

### 3. PAVEMENT

- a. Type Portland Concrete Cement
- b. Allowable Rehabilitation activities Grinding and maintenance as needed
- c. Profile Site Markings Temporary

**Traffic Sheet 18**  
**LTPP MONITORED TRAFFIC DATA**  
**WIM SITE COORDINATION**

STATE CODE: 06  
SPS WIM ID: 060200  
DATE (mm/dd/yyyy) 2/17/2015

**4. Onsite Activities**

- a. WIM Validation Check advance notice required

\_\_\_\_\_ Days      2 Weeks

- b. Notice for straightedge and grinding check

\_\_\_\_\_ Days      2 Weeks

i. On site lead      LTPP

ii. Accept grinding      LTPP

- c. Authorization to calibrate site      LTPP

- d. Calibration routine      LTPP annually  
Other: \_\_\_\_\_

- e. Test Vehicle Responsibilities

- i. Trucks

1st-	<u>Air suspension 3S2</u>	<u>LTPP</u>
2nd-	<u>Air Suspension 3S2</u>	<u>LTPP</u>
3rd-	_____	_____
4th-	_____	_____

ii. Loads      LTPP

iii. Drivers      LTPP

- f. Contractor(s) with prior experience in wim calibration in state:  
IRD

- g. Access to cabinet      Joint

- h. State personel required on site      No

- i. Traffic control required      No

- J. Enforcement coordination required      No

<b>Traffic Sheet 18</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SITE COORDINATION</b>	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 2/17/2015
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## 5. SITE SPECIFIC CONDITIONS

- a. Funds and accountability: \_\_\_\_\_
- b. Reports: \_\_\_\_\_
- c. Other: \_\_\_\_\_
- c. Special Conditions \_\_\_\_\_

## 6. CONTACTS

- a. Equipment (operational status, access, etc.)  
Name Roy Czinku Phone # 306-270-9492  
Agency IRD
- b. Maintenance (equipment)  
Name Roy Czinku Phone # 306-270-9492  
Agency IRD
- c. Data Processing and pre-visit data  
Name Kevin Senn Phone # 775-329-4955  
Agency NCE
- d. Construction schedule and verification  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- e. Test Vehicles ( trucks, loads, drivers)  
Name Russ Prouty Phone # 209-634-6437  
Agency E. Prouty and Sons
- f. Traffic control  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- g. Enforcement coordination  
Name \_\_\_\_\_ Phone # \_\_\_\_\_  
Agency \_\_\_\_\_
- h. Nearest static scale  
Name TA Livingston Location: CA 99 Exit 203  
Phone: \_\_\_\_\_

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 1</b>	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 2/17/2015
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CALIBRATION TEST TRUCK - Primary

**PART A**

1. FHWA CLASS: 9                      2. Number of axles: 5
3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		11810	11660	Direct
B		16225	16245	Direct
C		16225	16245	Direct
D		15475	15400	Direct
E		15475	15400	Direct
F				Direct

**4. GVW (same units as axles)**

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 75210
- c. Post Test Loaded Weight: 74950
- d. Difference Post Test - Pre-Tests: -260

**5. TRUCK DESCRIPTION**

- a. Tractor Cab Style: Conventional                      Sleeper Cab: Yes  
photo: ☒

- b. Make: Peterbilt  
c. Model: 385

**d. Trailer Load Distribution Description:**

Concrete mix, bagged and palletized

photo: ☒

- e. Tractor Tare weight - \_\_\_\_\_ - \_\_\_\_\_
- f. Trailer Tare weight - \_\_\_\_\_ - \_\_\_\_\_
- g. Axle Spacing - (feet and tenths)

A to B 16.6      B to C 4.3      C to D 31.4      D to E 4.3      E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 56.6
- i. Kingpin offset from Axle B (units) 9" photo: ☐
- j. Overall Length - ☒ Measured 63.3



<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # <u>1</u></b>	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 2/17/2015
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CALIBRATION TEST TRUCK - Primary

## 6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	11R22.5	air	<input checked="" type="checkbox"/>
E	11R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## PART B

Table 1 - Raw Measurements -Platform Scale

Axles	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE: 06  SPS WIM ID: 060200  DATE (mm/dd/yyyy) 2/17/2015</p>
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**CALIBRATION TEST TRUCK -** Primary

**Table 2 - Axle and GVW Computations -Platform Scale Pre-test**

	1		2		Avg.
<b>Axle A</b>	I	0	VI-VII	0	0
<b>Axle B</b>	II-I	0	VII-VIII	0	0
<b>Axle C</b>	III-II	0	VIII-IX	0	0
<b>Axle D</b>	IV-III	0	IX-X	0	0
<b>Axle E</b>	V-IV	0	X-XI	0	0
<b>Axle F</b>	VI-V		XI		
<b>GVW</b>	VI	0	XII	0	0

**Table 3- Axle and GVW Computations - Platform Scale - Instance -**

	1		2		Avg.
<b>Axle A</b>	I	0	VI-VII	0	0
<b>Axle B</b>	II-I	0	VII-VIII	0	0
<b>Axle C</b>	III-II	0	VIII-IX	0	0
<b>Axle D</b>	IV-III	0	IX-X	0	0
<b>Axle E</b>	V-IV	0	X-XI	0	0
<b>Axle F</b>	VI-V		XI		
<b>GVW</b>	VI	0	XII	0	0

**Table 4- Axle and GVW Computations - Platform Scale - Instance -**

	1		2		Avg.
<b>Axle A</b>	I	0	VI-VII	0	0
<b>Axle B</b>	II-I	0	VII-VIII	0	0
<b>Axle C</b>	III-II	0	VIII-IX	0	0
<b>Axle D</b>	IV-III	0	IX-X	0	0
<b>Axle E</b>	V-IV	0	X-XI	0	0
<b>Axle F</b>	VI-V		XI		
<b>GVW</b>	VI	0	XII	0	0

**Table 5- Axle and GVW Computations - Platform Scale Post-Test**

	1		2		Avg.
<b>Axle A</b>	I	0	VI-VII	0	0
<b>Axle B</b>	II-I	0	VII-VIII	0	0
<b>Axle C</b>	III-II	0	VIII-IX	0	0
<b>Axle D</b>	IV-III	0	IX-X	0	0
<b>Axle E</b>	V-IV	0	X-XI	0	0
<b>Axle F</b>	VI-V		XI		
<b>GVW</b>	VI	0	XII	0	0

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>1</u></b></p>	<p align="right">STATE CODE:           06  SPS WIM ID:           060200  DATE (mm/dd/yyyy)   2/17/2015</p>
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CALIBRATION TEST TRUCK - Primary

**Table 6 - Raw Data -Axle Scales - Pre-test**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11820	16220	16220	15480	15480		75220
2	11800	16230	16230	15470	15470		75200
Avg.	11810	16225	16225	15475	15475		75210

**Table 7- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

**Table 8- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

**Table 9 - Raw Data -Axle Scales - Post-test**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	11680	16240	16240	15400	15400		74960
2	11640	16250	16250	15400	15400		74940
Avg.	11660	16245	16245	15400	15400		74950

Validation Test Truck Run Set - Pre

Measured By: Andrew Lewis  
Verified By: Greg Helman

<b>Traffic Sheet 19</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>CALIBRATION TEST TRUCK # 2</b>	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 2/17/2015
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CALIBRATION TEST TRUCK - Secondary

**PART A**

1. FHWA CLASS: 9                      2. Number of axles: 5
3. AXLE WEIGHTS (1000s lbs)

	a. Empty Truck Avg. Axle Weight	b. Pre-test Average Axle Weight	c. Post-Test Avg. Axle Weight	d. Direct or Calculated?
A		10800	10690	Direct
B		13315	13225	Direct
C		13315	13225	Direct
D		14720	14725	Direct
E		14720	14725	Direct
F				Direct

**4. GVW (same units as axles)**

- a. Empty GVW: \_\_\_\_\_
- b. Average Pre-Test Loaded weight: 66870
- c. Post Test Loaded Weight: 66590
- d. Difference Post Test - Pre-Tests: -280

**5. TRUCK DESCRIPTION**

- a. Tractor Cab Style: Conventional                      Sleeper Cab: Yes  
photo: ☒

- b. Make: Peterbilt  
c. Model: 379

**d. Trailer Load Distribution Description:**

Concrete mix, bagged and palletized

photo: ☒

- e. Tractor Tare weight - \_\_\_\_\_ - \_\_\_\_\_
- f. Trailer Tare weight - \_\_\_\_\_ - \_\_\_\_\_
- g. Axle Spacing - (feet and tenths)

A to B 19.6    B to C 4.4    C to D 32.8    D to E 4.2    E to F \_\_\_\_\_

- h. Wheelbase - ☐ Measured \_\_\_\_\_ ☒ Computed 61.0
- i. Kingpin offset from Axle B (units) 1'9" photo: ☐
- j. Overall Length - ☒ Measured 64.3

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>2</u></b></p>	<p align="right">STATE CODE: 06  SPS WIM ID: 060200  DATE (mm/dd/yyyy) 2/17/2015</p>
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CALIBRATION TEST TRUCK - Secondary

## 6. SUSPENSION

	a. Tire size	b.Suspension description (leaf, air # of leaves, taper or flat leaf, etc.)	c. photo
A	11R22.5	steel spring	<input checked="" type="checkbox"/>
B	11R22.5	air	<input checked="" type="checkbox"/>
C	11R22.5	air	<input checked="" type="checkbox"/>
D	11R22.5	air	<input checked="" type="checkbox"/>
E	11R22.5	air	<input checked="" type="checkbox"/>
F			<input type="checkbox"/>

d. Cold Tire Pressures (psi)- from right to left

Steering Axle	Axle B	Axle C	AxleD	AxleE	Axle F

## PART B

**Table 1 - Raw Measurements -Platform Scale**

Axes	Meas.	Pre-test Weight	Instance	Instance	Post-test weight
A	I				
A+B	II				
A+B+C	III				
A+B+C+D	IV				
A+B+C+D+E(1)	V				
A+B+C+D+E+(F)(1)	VI				
B+C+D+E+(F)	VII				
C+D+E+(F)	VIII				
D+E+(F)	IX				
E+(F)	X				
(F)	XI				
A+B+C+D+E+(F)(2)	XII				

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # 2</b></p>	<p align="right">STATE CODE: 06  SPS WIM ID: 060200  DATE (mm/dd/yyyy) 2/17/2015</p>
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CALIBRATION TEST TRUCK - Secondary

**Table 2 - Axle and GVW Computations -Platform Scale Pre-test**

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

**Table 3- Axle and GVW Computations - Platform Scale - Instance -**

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

**Table 4- Axle and GVW Computations - Platform Scale - Instance -**

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

**Table 5- Axle and GVW Computations - Platform Scale Post-Test**

	1		2		Avg.
Axle A	I	0	VI-VII	0	0
Axle B	II-I	0	VII-VIII	0	0
Axle C	III-II	0	VIII-IX	0	0
Axle D	IV-III	0	IX-X	0	0
Axle E	V-IV	0	X-XI	0	0
Axle F	VI-V		XI		
GVW	VI	0	XII	0	0

<p align="center"><b>Traffic Sheet 19</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>CALIBRATION TEST TRUCK # <u>2</u></b></p>	<p align="right">STATE CODE: 06  SPS WIM ID: 060200  DATE (mm/dd/yyyy) 2/17/2015</p>
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CALIBRATION TEST TRUCK - Secondary

**Table 6 - Raw Data -Axle Scales - Pre-test**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10780	13330	13330	14720	14720		66880
2	10820	13300	13300	14720	14720		66860
Avg.	10800	13315	13315	14720	14720		66870

**Table 7- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

**Table 8- Raw Data- Axle scales -**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
Avg.							

**Table 9 - Raw Data -Axle Scales - Post-test**

Pass	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW
1	10700	13210	13210	14730	14730		66580
2	10680	13240	13240	14720	14720		66600
Avg.	10690	13225	13225	14725	14725		66590

Validation Test Truck Run Set - Pre

Measured By: \_\_\_\_\_

Verified By: \_\_\_\_\_

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>					STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 2/17/2015				
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Count - 150      Time = 1:00:08      Trucks (4-15) - 150      Class 3s - 0

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
57	9	25583	57	9	64	5	25725	63	5
55	9	25597	55	9	55	9	25726	56	9
62	5	26699	61	5	59	9	25728	58	9
67	5	25604	67	5	55	9	25735	55	9
59	9	25611	60	9	57	9	25741	56	9
55	9	25618	53	9	59	9	25747	61	9
61	5	25619	63	5	59	9	25749	59	9
55	6	25620	55	6	55	9	25753	55	9
66	5	25625	66	5	58	9	25758	57	9
59	8	25626	58	8	60	9	25760	61	9
54	9	25632	54	9	61	9	25763	62	9
54	9	25661	53	9	60	9	25769	60	9
54	9	25663	54	9	55	9	25770	53	9
54	9	25666	53	9	59	9	25772	58	9
65	5	25667	65	5	54	9	25774	54	9
59	9	25673	61	9	59	9	25776	59	9
57	9	25679	57	9	59	9	25779	57	9
60	9	25683	61	9	60	6	25782	60	6
57	8	25686	57	8	57	8	25786	56	8
59	5	25689	62	5	57	9	25791	57	9
58	9	25702	57	9	60	9	25799	60	9
61	9	25705	61	9	57	9	25803	57	9
55	9	25711	56	9	65	5	25808	63	5
52	5	25715	52	5	58	11	25816	59	11
58	9	25718	56	9	58	9	25821	58	9

Sheet 1 - 1 to 50      Start: 10:57:41      Stop: 11:15:33  
Recorded By: GAH      Verified By: ABL

Validation Test Truck Run Set - Pre



<p align="center"><b>Traffic Sheet 20</b></p> <p align="center"><b>LTPP MONITORED TRAFFIC DATA</b></p> <p align="center"><b>SPEED AND CLASSIFICATION STUDIES</b></p>	<p align="center">STATE CODE: 06</p> <p align="center">SPS WIM ID: 060200</p> <p align="center">DATE (mm/dd/yyyy) 2/17/2015</p>
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WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
55	9	25836	54	9	57	9	25961	59	9
60	9	25839	61	9	59	9	25968	61	9
49	9	25843	49	9	55	9	25970	57	9
53	9	25845	53	9	59	9	25977	60	9
58	9	25849	57	9	61	5	25980	63	5
58	9	25861	58	9	57	9	25987	59	9
56	9	25868	57	9	57	9	25995	58	9
58	9	25872	58	9	64	5	25998	64	5
52	11	25874	51	11	55	9	26002	55	9
57	9	25882	57	9	59	9	26007	57	9
55	9	25884	55	9	54	9	26009	54	9
60	8	25885	60	8	59	9	26019	59	9
58	9	25889	57	9	55	9	26026	55	9
57	9	25892	57	9	57	9	26033	58	9
53	9	25900	53	9	56	9	26037	54	9
55	9	25905	54	9	58	6	26042	56	6
58	9	25911	58	9	55	9	26045	55	9
57	6	25916	57	6	59	9	26046	59	9
59	9	25920	58	9	55	9	26051	57	9
53	11	25923	53	11	57	9	26054	58	9
55	9	25933	55	9	65	9	26071	67	9
54	9	25936	55	9	55	9	26075	54	9
57	6	25939	56	6	52	6	26083	49	6
59	9	25948	61	9	52	9	26087	51	9
56	9	25957	57	9	55	9	26093	55	9

Sheet 2 - 51 to 100

Recorded By: GAH

Start: 11:17:01

Stop: 11:35:50

ABL

<b>Traffic Sheet 20</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SPEED AND CLASSIFICATION STUDIES</b>	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 2/17/2015
--	---

WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class	WIM speed	WIM class	WIM Record	Obs. Speed	Obs. Class
55	6	26103	56	6	60	9	26225	60	9
59	9	26110	58	9	55	9	26228	55	9
59	9	26113	58	9	58	9	26230	57	9
55	9	26115	54	9	57	9	26233	56	9
57	9	26120	57	9	50	9	26237	52	9
54	9	26123	54	9	56	9	26239	56	9
57	8	26125	58	8	48	11	26240	47	11
60	8	26126	62	8	55	8	26245	55	8
57	9	26131	59	9	57	9	26252	57	9
58	9	26133	59	9	60	9	26255	61	9
55	9	26138	55	9	58	9	26256	60	9
59	5	26141	59	5	58	9	26265	59	9
55	9	26144	57	9	56	11	26268	57	11
55	9	26149	56	9	57	5	26269	59	5
55	5	26160	56	5	57	9	26273	57	9
57	9	26165	56	9	55	9	26278	55	9
60	9	26166	61	9	57	9	26283	54	9
56	9	26167	58	9	62	5	26287	61	5
56	9	26169	54	9	59	9	26290	61	9
55	8	26188	55	8	55	9	26297	55	9
62	8	26197	62	8	57	9	26298	56	9
62	5	26203	62	5	58	9	26319	58	9
54	9	26209	55	9	58	11	26324	57	11
64	5	26216	61	5	58	12	26382	57	12
59	9	26223	59	9	66	5	26387	66	5

<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>										STATE CODE: 06 SPS WIM ID: 060200 DATE: (mm/dd/yyyy): 2/17/2015									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
53.3	50	1	1	9:12:20	24154	49.0	11.3	16.9	15.1	15.3	14.5		73.0	16.5	4.4	31.2	4.2		56.3	63.0
53.3	54	2	1	9:12:24	24155	54.0	10.6	13.5	12.9	14.1	14.3		65.4	19.2	4.3	32.0	4.1		59.6	64.0
56.3	60	1	2	9:29:44	24387	59.0	11.5	16.7	14.6	15.3	14.6		72.8	16.6	4.4	30.9	4.2		56.1	63.0
56.3	60	2	2	9:30:02	24390	59.0	11.0	13.0	12.8	14.8	14.5		66.1	19.3	4.3	32.1	4.1		59.8	64.0
51.7	50	1	3	9:48:14	24644	49.0	11.5	17.2	15.4	15.4	14.9		74.3	16.6	4.4	31.2	4.3		56.5	63.0
51.7	50	2	3	9:48:17	24645	49.0	10.7	13.3	12.9	14.8	14.0		65.7	19.2	4.4	32.3	4.0		59.9	64.0
51.3	60	1	4	9:57:03	24766	60.0	11.8	16.9	15.6	15.8	15.9		76.0	16.6	4.4	31.6	4.3		56.9	63.0
51.3	60	2	4	9:57:07	24767	59.0	10.9	13.0	12.6	13.8	14.4		64.7	19.3	4.3	32.0	4.0		59.6	64.0
52.4	55	1	5	10:05:44	24893	54.0	11.6	16.8	14.5	15.7	15.7		74.3	16.5	4.3	30.9	4.2		55.9	62.0
52.4	55	2	5	10:05:47	24894	54.0	10.7	13.1	12.9	13.6	14.3		64.7	19.2	4.2	32.1	4.1		59.6	64.0
56.8	49	1	6	10:14:51	25021	48.0	11.6	16.4	15.7	15.4	15.2		74.2	16.6	4.4	31.1	4.3		56.4	63.0
56.8	49	2	6	10:14:54	25022	49.0	10.4	13.5	13.2	15.4	14.7		67.2	19.3	4.3	32.3	4.0		59.9	64.0
55.8	60	1	7	10:23:33	25143	60.0	11.8	17.2	15.8	15.5	15.1		75.4	16.6	4.4	30.9	4.2		56.1	63.0
55.8	60	2	7	10:23:39	25145	59.0	10.9	13.0	12.6	14.1	14.5		65.1	19.2	4.3	32.0	4.0		59.5	63.0
52.7	55	1	8	10:32:42	25261	54.0	11.5	16.7	14.3	16.0	15.1		73.6	16.5	4.3	30.8	4.2		55.8	62.0
52.7	60	2	8	10:32:51	25263	59.0	10.8	13.0	13.1	14.4	14.6		65.9	19.3	4.3	32.1	4.1		59.8	64.0
61.1	50	1	9	10:41:36	25369	49.0	11.5	16.4	15.5	15.7	14.6		73.6	16.4	4.4	30.9	4.3		56.0	62.0
61.1	50	2	9	10:41:39	25370	49.0	10.9	13.5	13.0	14.6	14.2		66.2	19.4	4.3	32.3	4.0		60.0	64.0
53.7	59	1	10	10:50:23	25495	58.0	11.4	16.5	15.1	15.5	14.7		73.2	16.5	4.4	30.8	4.2		55.9	62.0
53.7	59	2	10	10:50:26	25496	59.0	10.9	13.0	12.6	15.2	14.1		65.7	19.1	4.3	32.1	4.3		59.8	63.0
61.7	57	1	11	12:26:59	26761	57.0	11.3	17.7	14.6	15.3	14.9		73.8	16.5	4.3	30.9	4.2		55.9	62.0
61.7	57	2	11	12:27:12	26764	58.0	10.9	13.2	12.9	14.8	14.3		66.1	19.2	4.3	32.0	4.2		59.7	64.0
62.8	54	1	12	12:35:43	26854	53.0	11.7	16.8	15.1	16.1	15.5		75.2	16.4	4.3	30.7	4.2		55.6	62.0
62.8	54	2	12	12:35:49	26856	54.0	10.7	13.2	13.0	14.5	14.0		65.4	19.1	4.4	32.3	4.0		59.8	64.0

Recorded By: GAH

Verified By: ABL

Run Set Pre

<b>Traffic Sheet 21 (Wheel Load)</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>WIM SYSTEM TRUCK RECORDS</b>										STATE CODE: 06 SPS WIM ID: 060200 DATE: (mm/dd/yyyy): 2/17/2015									
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Pvmt Temp	Radar speed	Truck	Pass	Time	Record No.	WIM Speed	Axle A	Axle B	Axle C	Axle D	Axle E	Axle F	GVW	A-B space	B-C space	C-D space	D - E space	E - F space	Axle Length	Overall Length
74.5	49	1	13	12:45:48	26972	48.0	11.0	16.8	14.9	15.6	15.1		73.4	16.5	4.3	30.9	4.3		56.0	63.0
74.5	55	2	13	12:45:52	26973	54.0	10.6	13.0	12.8	14.2	14.3		65.0	19.1	4.5	32.4	4.2		60.2	64.0
77.0	60	1	14	12:54:25	27078	60.0	11.9	16.4	16.3	15.8	15.5		76.0	16.6	4.4	31.2	4.4		56.6	63.0
77.0	60	2	14	12:54:42	27082	59.0	10.8	13.0	13.0	15.3	14.2		66.2	19.2	4.3	32.2	4.2		59.9	64.0
75.6	54	1	15	13:03:08	27192	54.0	11.8	16.7	14.9	15.9	15.0		74.2	16.6	4.4	31.1	4.2		56.3	63.0
75.6	54	2	15	13:03:10	27194	54.0	10.6	13.3	12.9	14.1	14.2		64.9	19.1	4.2	32.0	4.1		59.4	64.0
67.2	50	1	16	13:12:05	27304	49.0	11.5	17.0	15.1	15.3	14.1		73.1	16.6	4.4	31.2	4.3		56.5	63.0
67.2	50	2	16	13:12:08	27305	49.0	10.7	13.2	12.7	14.6	14.7		65.9	19.3	4.4	32.4	4.0		60.1	64.0
77.2	59	1	17	13:20:49	27413	59.0	11.3	16.9	14.5	16.0	15.3		74.2	16.4	4.4	30.8	4.2		55.8	62.0
77.2	59	2	17	13:21:02	27417	59.0	10.8	13.1	12.9	15.3	13.9		66.0	19.2	4.3	32.2	4.1		59.8	64.0
65.4	55	1	18	13:30:01	27547	55.0	11.6	17.0	15.1	15.3	15.1		74.0	16.5	4.3	30.9	4.2		55.9	63.0
65.4	55	2	18	13:30:04	27548	54.0	10.9	13.1	12.9	15.0	14.4		66.3	19.4	4.3	32.2	4.1		60.0	64.0
78.6	50	1	19	13:38:29	27668	49.0	11.8	16.9	15.2	15.7	15.4		74.9	16.6	4.4	31.4	4.3		56.7	63.0
78.6	60	2	19	13:38:46	27673	59.0	11.0	13.2	13.0	14.4	14.0		65.6	19.4	4.3	32.2	4.1		60.0	64.0
78.1	59	1	20	13:47:32	27781	59.0	11.4	17.2	14.7	15.4	15.4		74.2	16.5	4.3	30.8	4.3		55.9	63.0
78.1	59	2	20	13:47:35	27782	59.0	10.8	13.2	13.0	14.8	14.3		66.0	19.1	4.3	32.0	4.0		59.4	64.0
78.8	55	1	21	13:56:55	27894	55.0	11.5	17.6	15.2	15.4	14.9		74.6	16.5	4.2	30.9	4.2		55.8	63.0
78.8	55	2	21	13:57:17	27898	54.0	10.6	13.5	13.0	14.3	14.5		65.8	19.2	4.2	31.9	4.0		59.3	64.0
78.6	54	1	22	14:05:33	28010	55.0	11.6	17.0	14.6	16.0	15.7		74.8	16.7	4.3	31.1	4.2		56.3	63.0
78.6	54	2	22	14:06:00	28016	54.0	10.8	13.1	13.0	14.1	14.0		65.0	19.4	4.3	32.2	4.1		60.0	64.0

Recorded By: GAH

Verified By: ABL

Run Set Pre

<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE: 06 SPS WIM ID: 060200 STATE ASSIGNED ID 0 DATE (mm/dd/yyyy) 2/17/2015
--	--

SITE EQUIPMENT INFORMATION

1. TYPE OF EQUIPMENT BOTH

2. LANE NUMBER ON SITE 1      3. DIRECTION ON SITE north

4. VENDOR IRD      MODEL ISINC      SERIAL# 70506451

5. WEIGHING SENSOR TYPE bending plate

6. SYSTEM SOFTWARE VERSIONS:

CPU	<u>Build 24.6</u>
LOOP	<u>                    </u>
PIEZO	<u>                    </u>
WEIGHTPAD/ LOADCELL	<u>                    </u>
COMMUNICATIONS	<u>                    </u>

7. CLASSIFICATION VIDEO:

TIME FROM: <u>          </u>	TO: <u>          </u>
TIME FROM: <u>          </u>	TO: <u>          </u>

SITE CONDITIONS

8. PAVEMENT:

Indicate any deficiencies that may affect the performance of the WIM sytem. List all photos on Sheet 24 that support the evaluation.

Major pavement distresses were found in multiple locations. At the transition, 597' from the system is a major crack in the roadway. Additionally, at the site location, there are sections of missing pavement around the weigh pads. These deficiencies do not appear to affect the operation of the system.

<p align="center"><b>Traffic Sheet 22</b></p> <p align="center"><b>LTPP MONITORED TRAFFIC DATA</b></p> <p align="center"><b>SITE EQUIPMENT ASSESSMENT</b></p> <p align="center"><b>LTPP LANE ONLY</b></p>	<p>STATE CODE: 06</p> <p>SPS WIM ID: 060200</p> <p>STATE ASSIGNED ID 0</p> <p>DATE (mm/dd/yyyy) 2/17/2015</p>
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**9. IN ROAD SENSORS:**

Describe any deficiencies regarding the sensor installation. Indicate sensors that show any signs of being broken, severely worn, missing, removed, or loose. List photos on Sheet 24 for

the equipment is operating within the manufacturer's tolerances. None of the in-road sensors show signs of damage or excessive wear and appear to be fully secured in the pavement.

**TRUCK OBSERVATIONS**

**10.** Indicate any irregular truck behaviors such as bouncing, swerving, or braking near the weighing area (within 40 meters). Note the distance from the weighing sensors.

Visual observation indicates that trucks may be bouncing slightly as they approach the site due to the transition located at 600' prior to the site. However, visual observation of the trucks as they traverse, and leave the sensor area did not indicate any adverse dynamics that would affect the accuracy of the WIM system. The trucks appear to track down the center of the lane. Due to the lack of impact on the system, no video was captured.

Minimum 15 minute or 35 truck sample video sample for pavement interaction deficiencies:

Tape Filename: \_\_\_\_\_

Time: \_\_\_\_\_

From: \_\_\_\_\_

To: \_\_\_\_\_

<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE:	06
	SPS WIM ID:	060200
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	2/17/2015

**11. CLASSIFICATION VERIFICATION VIDEO:**

TAPE 1- NAME: \_\_\_\_\_

Interval	Filename	From	To
1			
2			
3			
4			
5			
6			
7			
8			

TAPE 2- NAME: \_\_\_\_\_

Interval	Filename	From	To
1			
2			
3			
4			
5			
6			
7			
8			

TAPE 3- NAME: \_\_\_\_\_

Interval	Filename	From	To
1			
2			
3			
4			
5			
6			
7			
8			

<p align="center"><b>Traffic Sheet 22</b>  <b>LTPP MONITORED TRAFFIC DATA</b>  <b>SITE EQUIPMENT ASSESSMENT</b>  <b>LTPP LANE ONLY</b></p>	<p>STATE CODE: 06  SPS WIM ID: 060200  STATE ASSIGNED ID 0  DATE (mm/dd/yyyy) 2/17/2015</p>
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### SYSTEM ACCURACY TESTS

#### 12. CONDUCT THE FOLLOWING SYSTEM ACCURACY TESTS EITHER ON- SITE OR IN OFFICE

Speed Accuracy - Complete Sheet 20 and attach.

Average radar speed	<u>57.4</u> mph	Average WIM Speed	<u>57.4</u> mph
Mean Difference	<u>-0.1</u> mph	SD of mean	<u>1.2</u>

Posted Speed Limit	<u>55</u> mph	
Speed Range	15th percentile - <u>55</u> mph	85th percentile- <u>62</u> mph

Spacing and Weight - Complete Sheet 21 and attach.

Average distance between axles of drive tandem	<u>4.33</u> <u>feet</u>
% error from 4.25 ft (industry average)	OR <u>4.33</u> ft (WIM system average)
= <u>1.9</u> %	

Average front axle weight for Class 9 vehicles	<u>11.2</u> <u>lbs</u>
% error from 10.3 kips (industry average) OR	<u>11.2</u> lbs (known site value)
= <u>8.3</u> %	

### SUPPORT EQUIPMENT STRUCTURES

#### 17. Indicate any deficiencies with any site equipment other than the in-road sensors. List all photos on the Sheet 24 for each occurrence.

Cabinet/Foundation None ☒

no cabinet or foundation deficiencies

Pull Boxes None ☒

no pull box deficiencies

Mast None ☒

no service mast deficiencies

Solar Panels None ☒

no solar panel deficiencies



<b>Traffic Sheet 22</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE:	06
	SPS WIM ID:	060200
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	2/17/2015

Telephone D-Mark Box None ☒

no telephone d-mark box deficiencies

Power Service Box None ☒

no power service box deficiencies

Grounding None ☒

no grounding deficiencies

Conduit None ☒

no conduit deficiencies

#### STATIC AND DYNAMIC ELECTRONIC EQUIPMENT TESTS

18. Complete and attach a Sheet 22 addendum applicable to the installed road equipment.

#### ADDITIONAL COMMENTS

All values for the WIM sensors and inductive loops were within tolerances. Electronic tests of the power and communication devices indicated that they were operating normally.

Assessor \_\_\_\_\_

<b>Traffic Sheet 22 Addendum - Weighpad</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE EQUIPMENT ASSESSMENT</b> <b>LTPP LANE ONLY</b>	STATE CODE:	06
	SPS WIM ID:	060200
	STATE ASSIGNED ID	0
	DATE (mm/dd/yyyy)	2/17/2015

### STATIC EQUIPMENT VALUES (SYSTEM OFF)

#### 1. POWER

a. Solar Panel	<u>160</u>	WATTS	<u>18.3</u>	VDC
b. Equipment Power	<u></u>	VAC	<u>13.9</u>	VDC
c. Battery 1	<u>13.9</u>	VDC		
d. Battery 2	<u></u>	VDC		
e. Regulated	<u>13.9</u>	VDC		
f. Power Supply	<u></u>	VDC	<u></u>	VDC
g. System Input	<u></u>	VAC	<u>13.9</u>	VDC
h. Modem Power	<u></u>	VAC	<u>13.9</u>	VDC
i. Telephone	<u></u>	VDC		

#### 2. LOOP SENSORS

	Resistance	Inductance	Shield
a. Leading	<u>1.8</u> $\Omega$	<u>130.0</u> $\mu$ h	<u>inf</u> M $\Omega$
b. Trailing	<u>0.9</u> $\Omega$	<u>128.6</u> $\mu$ h	<u>inf</u> M $\Omega$

#### 3. WEIGHPAD SENSORS

	Input	Output	Shield
a. Leading	<u>983</u> $\Omega$	<u>844</u> $\Omega$	<u>inf</u> $\Omega$
b. Trailing	<u>982</u> $\Omega$	<u>844</u> $\Omega$	<u>inf</u> $\Omega$

### DYNAMIC EQUIPMENT VALUES (SYSTEM ON)

#### 4. LOOP SENSORS

	Frequency
a. Leading	<u>N/A</u> KHz
b. Trailing	<u>N/A</u> KHz

#### 5. WEIGHPAD SENSORS

	Zero Point
a. Leading	<u>-0.3</u> mV
b. Trailing	<u>-0.2</u> mV

Assessor Greg Helman

<b>Traffic Sheet 24A</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE PHOTO LOG - Equipment</b>	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 2/17/2015
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Item	Description	Filename
1	Power Source	060200_solar_panel_2_17_15.jpg
2	Telephone Source	060200_cellular_modem_2_17_15.jpg
3	Cabinet Exterior	060200_cabinet_exterior_2_17_15.jpg
4	Cabinet Interior - Front	060200_cabinet_interior_front_2_17_15.jpg
5	Cabinet Interior - Rear	060200_cabinet_interior_rear_2_17_15.jpg
6	Leading weight sensor	060200_leading_WIM_sensor_2_17_15.jpg
7	Trailing weight sensor	060200_trailing_WIM_sensor_2_17_15.jpg
8	Leading classification sensor	
9	Trailing classification sensor	
10	Leading loop sensor	060200_leading_loop_2_17_15.jpg
11	Trailing loop sensor	060200_trailing_loop_2_17_15.jpg
12	Downstream from site	060200_downstream_2_17_15.jpg
13	Upstream from site	060200_upstream_2_17_15.jpg
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<b>Traffic Sheet 24B</b> <b>LTPP MONITORED TRAFFIC DATA</b> <b>SITE PHOTO LOG - Test Trucks</b>	STATE CODE: 06 SPS WIM ID: 060200 DATE (mm/dd/yyyy) 2/17/2015
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Item	Description	Filename
1	Tractor, Truck #1	060200_Truck_1_Tractor_2_17_15.jpg
2	Trailer/Load, Truck #1	060200_Truck_1_Trailer_2_17_15.jpg
3	Kingpin Offset, Truck #1	
4	Suspension A, Truck #1	060200_Truck_1_Suspension_1_2_17_15.jpg
5	Suspension B, Truck #1	060200_Truck_1_Suspension_2_2_17_15.jpg
6	Suspension C, Truck #1	060200_Truck_1_Suspension_3_2_17_15.jpg
7	Suspension D, Truck #1	060200_Truck_1_Suspension_4_2_17_15.jpg
8	Suspension E, Truck #1	060200_Truck_1_Suspension_5_2_17_15.jpg
9	Suspension F, Truck #1	
10	Tractor, Truck #2	060200_Truck_2_Tractor_2_17_15.jpg
11	Trailer/Load, Truck #2	060200_Truck_2_Trailer_2_17_15.jpg
12	Kingpin Offset, Truck #2	
13	Suspension A, Truck #2	060200_Truck_2_Suspension_1_2_17_15.jpg
14	Suspension B, Truck #2	060200_Truck_2_Suspension_2_2_17_15.jpg
15	Suspension C, Truck #2	060200_Truck_2_Suspension_3_2_17_15.jpg
16	Suspension D, Truck #2	060200_Truck_2_Suspension_4_2_17_15.jpg
17	Suspension E, Truck #2	060200_Truck_2_Suspension_5_2_17_15.jpg
18	Suspension F, Truck #2	
19	Tractor, Truck #3	
20	Trailer/Load, Truck #3	
21	Kingpin Offset, Truck #3	
22	Suspension A, Truck #3	
23	Suspension B, Truck #3	
24	Suspension C, Truck #3	
25	Suspension D, Truck #3	
26	Suspension E, Truck #3	
27	Suspension F, Truck #3	
28	Scale	
29		
30		